

Pilgrimage of . . .

# Bruce Commandery

No. 34, Knights Templar,

Stationed at

Red Oak, Iowa,

To Boston, Niagara Falls,  
St. Lawrence River, Quebec,  
— White Mountains, Etc.

August 19 to September 3,  
...1895...

The Express Printing Co.  
Red Oak, Iowa.

OFFICERS BRUCE COMMANDERY.

Sir GEO. PALMER, *E. C.*  
Sir E. KRETCHMER, *G.*  
Sir H. E. DEEMER, *C. G.*  
Rev. Sir W. W. MERRITT, *Prel.*  
Sir H. C. HOUGHTON, *Treas.*  
Sir Wm. BOLL, *Rec.*  
Sir W. S. ELLIS, *S. W.*  
Sir W. W. MARSHALL, *J. W.*  
Sir M. CHANDLER, *St. B.*  
Sir R. B. HALL, *Sw. B.*  
Sir C. A. HOUGH, *Warder.*  
Sir G. M. MARSHALL, *Sen.*  
Sir W. H. RACE, *3d Guard.*  
Sir S. R. KREIDLER, *2d Guard.*  
Sir O. S. REILEY, *1st Guard.*  
Sir O. P. WORSLEY, *Organist.*

EXECUTIVE COMMITTEE.

Sir GEORGE PALMER, *E. C.*  
Sir E. KRETCHMER, *G.*  
Sir H. E. DEEMER, *C. G.*

SUB-COMMITTEE.

Sir A. W. MURPHY, *Shenandoah.*  
Sir M. F. COOLEY, *Hamburg.*  
Sir D. H. GILMORE, *Villisca.*  
Sir T. J. HYSHAM, *Treasurer.*  
Sir C. A. HOUGH, *Commissary.*

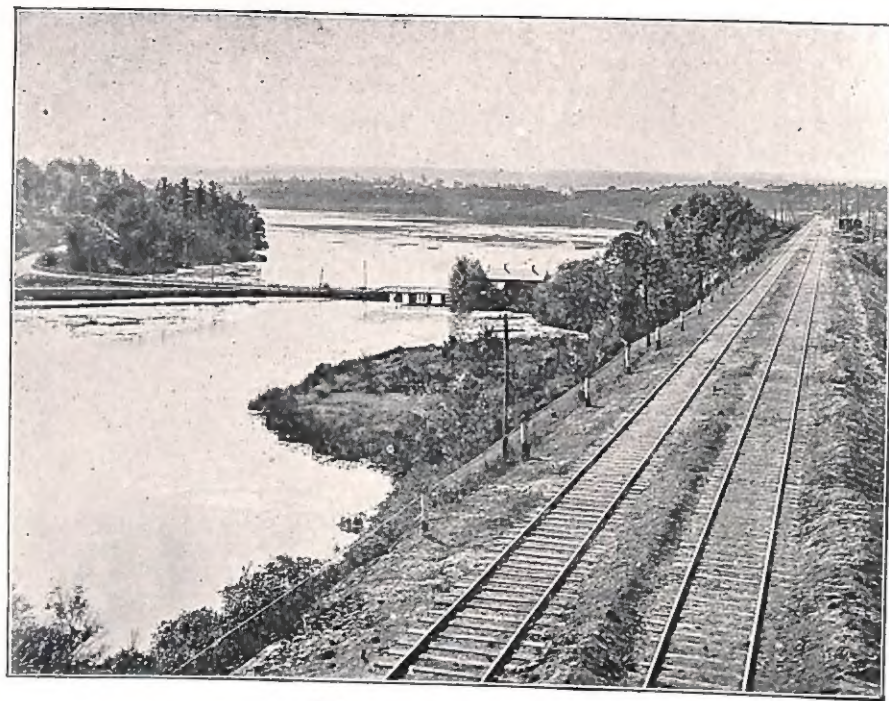
BAGGAGEMAN.

Sir J. H. CROAK.

RECEPTION COMMITTEE.

Sir C. S. KEENAN,	Sir H. G. BARNES,
Sir FRANK GILMAN,	Sir R. B. HALL,
Sir J. L. SMITH,	Sir T. H. BROWN,
Rev. Sir E. E. WALBORN.	





Valley Inn, Burlington Bay.

## PREFACE.

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The committee appointed to arrange for a pilgrimage of Bruce Commandery No. 34 Knights Templar, to attend the 26th Triennial conclave of the Grand Encampment of the United States, to be held in the city of Boston, commencing August 27, 1895, submit the following itinerary, covering a period of at least fifteen days, leaving Red Oak on Monday, August 19th, at 7:30 p. m., and returning Monday, September 2d at 7:30 a. m.

We have endeavored to select a route which will prove instructive and entertaining at all points, and feel that we have covered the most noted places of interest in the East. The traveling will be done largely at night—the days to be devoted to sight seeing.

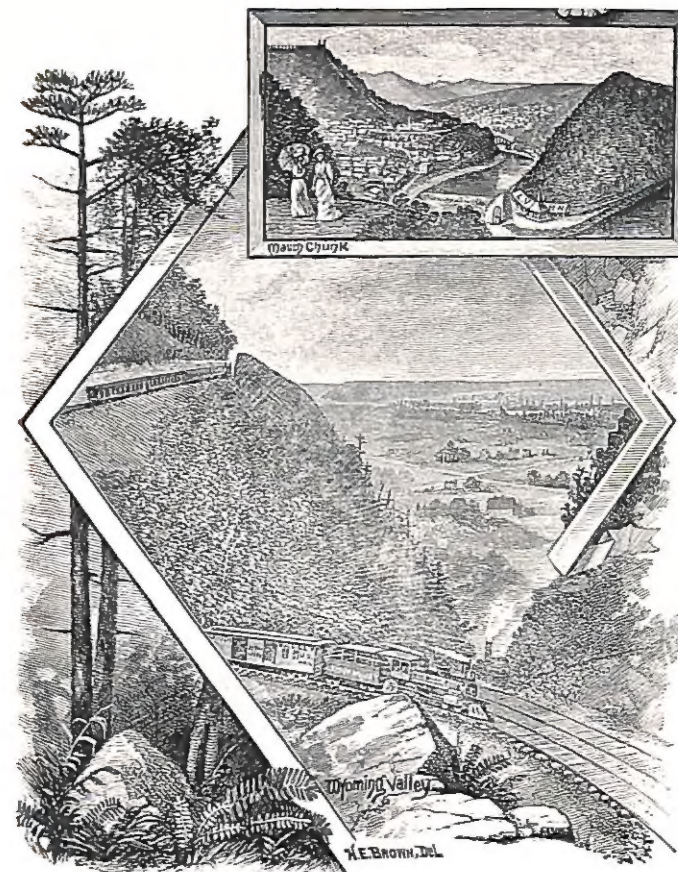
We are sparing no pains to make all arrangements as nearly perfect as may be, and feel confident that all who avail themselves of them will be well pleased with the fifteen days' outing afforded. The trip is one that none can afford to miss as we regard it the "opportunity of a life time."

This itinerary is submitted, to be followed by a book giving the exact time table, points of interest at the various places, street car lines, cab lines, hotels, etc.





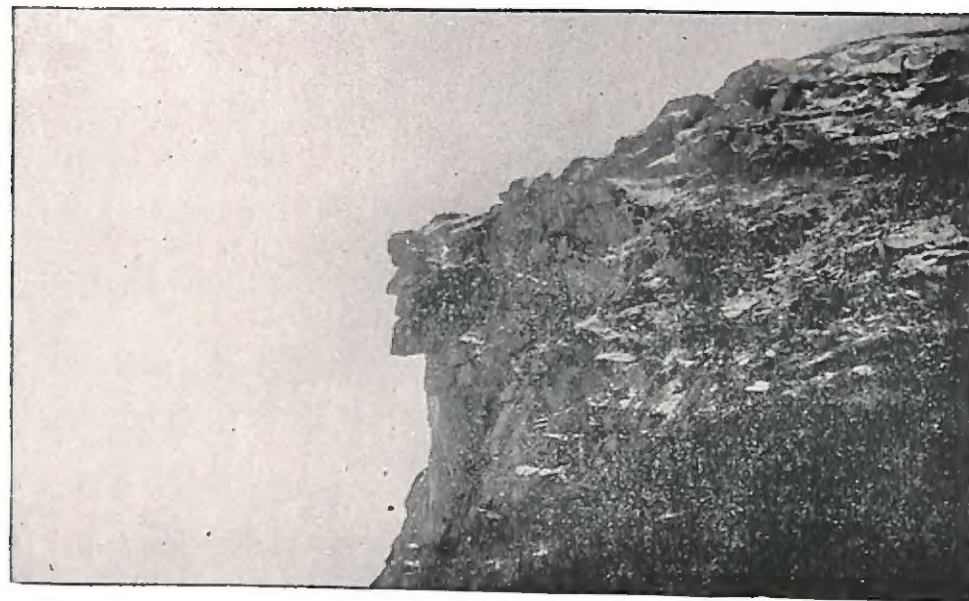
Kingston Harbor.



## ROUTE.

Chicago, Burlington & Quincy railroad to Chicago; Chicago & Grand Trunk railroad Chicago to Detroit; Grand Trunk railroad Detroit to Niagara Falls; Grand Trunk railroad Niagara Falls to Toronto; Grand Trunk railroad Toronto to Kingston Wharf; Richelieu & Ontario Steam Navigation Co. Kingston Wharf to Montreal; Grand Trunk railroad Montreal to Quebec, and return to Groveton; Concord & Montreal railroad Groveton to Fabyans; Concord & Montreal railroad Fabyans to Nashua; Boston & Maine railroad Nashua to Boston, stopping at Lowell; Old Colony railroad Boston to Fall river; Fall river steamers Boston to New York; New York home via any route previously selected.





Old Man of the Mountains.

## ITINERARY.

The time for another triennial pilgrimage is almost at hand. This year the Knights Templar go to Boston, and Bruce Commandery, of Red Oak, Iowa, will go in a body.

The coarse habit, rough diet and severe duty which the founders of our beloved Order accepted with so much cheerfulness when entering upon their pilgrimage of old have made way for comfortable clothing, regal regimen and pleasant pastime. The steed which anciently carried two Knights has been discarded and a charger of iron and steel will carry us over a distance, in a fortnight, little shorter than that covered by the crusader of old in many weary months. We shall eat food and enjoy sights not dreamed of by the most powerful king, prince or potentate on earth when the Order of the Temple was instituted, and we feel gratified that it is as followers instead of pioneers that we perform the prescribed pilgrimages of the Order.

The committee having in charge the arrangements for the pilgrimage to Boston have secured a special train composed of four elegant Pullman sleeping cars of the latest construction and a baggage car, which train will make the run from Red Oak to Boston on its own time; under the direction of the executive committee.

The Dudley Buck Quartet, of Council Bluffs, will accompany the Commandery. They will furnish music and entertainment that will enliven the heavy hearts of the miserable—if there should be anyone in the party thus afflicted.

This special train will leave Red Oak at 7:30 o'clock p. m. of *Monday, August 19th*, going over the great "Burlington Route" to Chicago. We will glide along during the night through the towns of Ottumwa, Burlington, Galesburg, Aurora and other well-known "Q" towns, unmindful of the fact that our charger is making from thirty-five to forty miles per hour. The equipment and rolling stock of the Burlington system is so perfect that we will scarcely realize we are not in our "own castles." Breakfast will be served at the railway eating house at Mendota in 7 a. m.

The eastward journey will be made over the world-renowned Chicago & Grand Trunk railway, the "Bruce Commandery Special" leaving at 1:30 o'clock p. m., *Tuesday, August 20th*, just ahead of the New York limited. Supper will be served at Battle Creek—the Sanitarium town.

The "Grand Trunk" seems to be the favorite with the Knights Templar and has justly earned the cognomen of the "Knights Templar Route." The distance from Chicago to Niagara Falls is 560 miles.





Crystal Cascade, White Mountains.

It would seem a long distance to cover in so short a time, but the road we are going over is a superior one and the time will be fast. Refreshing sleep will be yours, however—unless you desire to remain awake until 11 p. m. to enjoy the novel experience of passing under a mighty river through the famous St. Clair tunnel—and you will be oblivious to the brief halts made at various Michigan and Canadian points. Before you realize it you will be at Niagara Falls, it being scheduled to reach there at sunrise, *Wednesday, August 21st*. Having eaten a hearty breakfast you will be in proper condition to travel over some of the rough and rugged roads which may be found about the Falls. The first thing you should attend to, however, should be to turn your watch ahead for one hour, as Eastern time is now used, and if you should be an hour late all day it might result in causing you to miss many important things if not the train itself.

In years gone by it was expensive business to put in a day at Niagara. The place was in the hands of private individuals who sought to make money at every turn. It cost a day's wages to look at a carriage, a Jewish half shekel to touch one, and sometimes as much as thirty pieces of silver to ride in one. This has now all been changed and the visitor can see pretty nearly all there is of interest at very small cost. Among the interesting points that should not be forgotten, are a visit to Goat Island, a walk or ride to the American side on the suspension bridge, a ride on the steamboat, a ride on the electric line, which gives a perfect view of the whole 2800 feet length of the wall of water which plunges down 159 to 165 feet, and if you have the right sort of nerve a visit to the Cave of the Winds, a place hollowed out behind the descending sheet of water, will be worth your time and energy. It is said that on March 26, 1848, there was no water running over the falls for several hours and that many persons walked over dry shod, the phenomenon having been caused by the ice in Lake Erie being driven into the mouth of the river at Buffalo by a high wind, completely sealing it for several hours. Tradition informs us—as well as the geologists—that at one time the falls existed only as short and broken rapids near the mouth of the river at Lake Ontario, and it is said the falls have receded 100 feet since 1841. It is a wonderful stream when we consider that it is the outlet for all the waters of the Great Lakes of Superior, Michigan, Huron and Erie, with their unnumbered tributaries draining 150,000 miles of territory.

Our train departs at 2 o'clock p. m. over the tracks of the Grand Trunk Railway of Canada—the best equipped of Canadian railways,—arriving at Toronto, the most homelike of any of the foreign cities we will visit at 5 p. m. After a drive about the city, supper will be served at the railroad eating house at 7:30 p. m. Leaving Toronto at 8:30 p. m., Wednesday, the morning of *Thursday, August 22d*, will find us at





Emerald Pool, White Mountains.

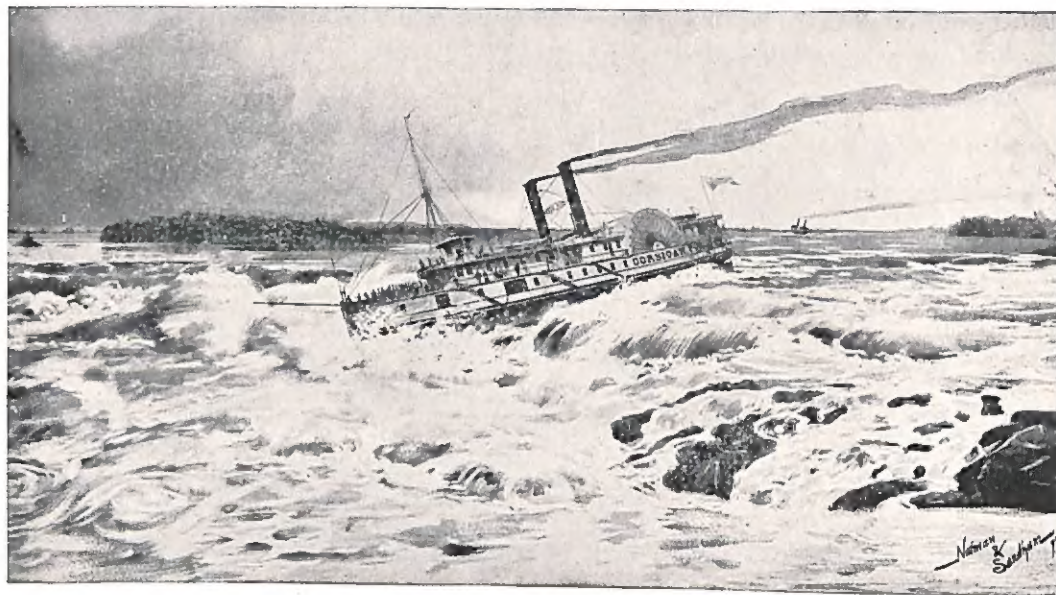
Kingston wharf at the head of the St. Lawrence river. Here the routes diverge. The train goes on to Montreal, while those who prefer the river route will take the steamboat through the Thousand Islands and over the numerous rapids that abound in the river. An extra charge is made for the steamer ride. A steamer of the Richelieu & Ontario Navigation company is placed at the disposal of our party, and the most enchanting portion of the journey begins. There are 1692 islands in the archipelago bearing the name of a Thousand Islands, a most remarkable group in a remarkable river. The St. Lawrence rises in the United States, not far from the head of the Mississippi, in Minnesota. Its length is 2100 miles and it drains 188,000 square miles of our territory and 510,000 square miles of Canada. In the same degree that a ride on a steamer is more pleasurable than an excursion by rail, so is a journey on the St. Lawrence said to be more enjoyable than any other river tour that can be selected in this country—in that it offers the greatest variety of grandeur in scenery.

Many beautiful and interesting towns are passed on the way down, and soon after leaving Morrisburg the first rapids are reached, extending a distance of nine miles with a current of twenty miles per hour. There need be no nervousness, for it is said that in all the years that the rapids have been navigated by the numerous boats that ply them, there has never yet been a single serious accident, a record that speaks well for those who operate and control them.

Soon after entering Lake St. Francis we find ourselves entirely within Canadian territory, and after riding forty miles, Coteau-du-Lac and a series of four rapids are passed safely. After a ride of twelve miles more we reach the Lachine rapids, the most difficult of navigation of any in the river, and when we reach the docks at Montreal it is nearly 6 p. m. Supper will be served at the Queen's hotel.

Montreal is the largest city in Canada, having a population of 300,000. It is built upon an island thirty miles long and seven wide, at the confluence of the Ottawa and St. Lawrence rivers. The latter flows nearly south here and the streets of the town are not square with the world. This is the head of ocean navigation and is 986 miles from the Atlantic ocean. Montreal gets its name from Mount Royal, a mountain 700 feet above the river, upon which the city is built in a series of terraces, at the top being a beautiful park containing 430 acres, affording a magnificent view of the river and surrounding country. Victoria Bridge, a \$6,000,000 structure, standing on 24 piers and 9184 feet long, spans the river here, on which the Grand Trunk railway takes our train for the journey to Quebec. Montreal is noted for its matchless cathedrals and is said to possess more churches than any city in the Western Hemisphere.





Shooting the Lachine Rapids.

Notable among these is St. Peters, a perfect counterpart of St. Peters in Rome except in magnitude. Notre Dame is another noted cathedral, having a capacity of 13,000 worshippers, and claims the largest bell in America. A visit to Gray's Nunnery none will regret. In 1722 a wall was built around the city by the French, and portions of it are said to be still standing.

At 11 o'clock in the evening we take the train which we left at Kingston and proceed on our journey to Quebec, reaching there *Friday, August 23d*. A stay of two days will be made at this antique and most interesting city. Quebec was the ancient capital of Canada, and was first seen by white men (French) in 1536, when it was only an Indian village. It was in the possession of the French and English alternately a number of times and was finally ceded to Great Britain in 1763. Its population is 100,000. It was once a walled town, in fact most of the fortresses with three of the five original gates are still standing. Many of the buildings are old, dating from the 18th century, while the streets are narrow and crooked, making it a difficult matter to keep the points of the compass. Built on the northern extremity of table land that rises 400 feet above the river, it is a most picturesque city. The view from the citadel, which contains forty acres, on the southern margin of which is a precipitous wall 350 feet high, is a most sublime one, and overlooks the river and the historic plains of Abraham.

Quebec is 300 miles from the ocean and yet the tides rise and fall eighteen feet, and while the river freezes in winter the action of the tides so grinds up the ice that navigation is never suspended. The depth of the river here is 128 feet. The Falls of Montmorency, 275 feet high, are but a short distance above the city and a drive to them is contemplated. There is so much to be seen in Quebec that no attempt will be made at this time to enumerate all the points of interest.

At 11 o'clock p. m., *Saturday, August 24th*, we turn our faces toward the south and the Grand Trunk railroad takes our train to Groveton, where the Concord & Montreal railroad moves us to Fabyans. We cross the line from a foreign country over into Vermont in the night time, and what provisions are made for detecting smugglers are not now known. It will be safe to assume, however, that none will be unpatriotic as to fail to render unto Uncle Samuel the things that are Uncle Samuel's should occasion ever require it.

*Sunday, August 25th*, will find us early at Fabyans, the most important railroad point in the White Mountain region, breakfast having been served in the meantime at Island Pond. The party will attend divine services in the afternoon at 3 p. m., and the remainder of the day will be spent in viewing and admiring the great works of creation as they are presented in this most interesting locality. A jog up Mt.





Quebec.

Washington may be preferred by some of the sturdy mountaineers in the party, while others may wish to ride to the summit on the noted cog-wheel railway that travels upwards 6,000 feet in the three miles of its length. The number of visitors coming to Fabyans every year is estimated at 200,000, in view of which there is ample provision for the care and comfort of all visitors and tourists.

Our train leaves Fabyans by the Concord & Montreal railway at 10 o'clock p. m., and at Nashua the Boston & Maine railroad takes the train and rushes us through to Boston, which place is reached on the morning of *Monday, August 26th*. A short stop will be made at the great manufacturing city of Lowell. We will be comfortably housed at Boston in elegant quarters, secured last winter by Sir O. P. Worsley. They are located on Upton street, within one block of two car lines, and much nearer the Grand Commandery headquarters than most Commanderies were able to locate. The rooms are in a desirable residence part of the city.

Four days will be spent pleasantly in Boston. It will not be possible to give a program here of the many things that will transpire during these days, neither can a list be made of the many historic points to be visited in and around the city. All are more or less familiar with the history of Boston and each may prefer to look up for himself what he wishes most to see.

A reception will be given some evening at Bruce Commandery headquarters, at which the Dudley Buck Quartet will sing, notice of which reception will be given later when full particulars are known and details have been arranged.

At 6 o'clock *Thursday Night, August 29th*, the "Bruce Commandery Special" will leave Boston on the Old Colony railroad for Fall River, which place will be reached in time to embark on one of the luxurious Fall River steamers for New York. It will be a ride on salt water and a taste of life on the ocean wave that may serve as a relish which none will ever forget. The voyage down Long Island Sound to New York City will be a pleasant one in all that the term implies.

At New York our journey as a party ends. Headquarters in New York are at Hotel Metropole, 42d and Broadway streets. Each can now go his own way—to continue the sight-seeing for days longer or return home. The choice of the route home will have been made before the tickets are purchased at the outset, and those who have an old home beyond the Alleghanies or anywhere else in the East will make one more visit there before going again beyond the Mississippi. Many will doubtless take advantage of the opportunity to visit Philadelphia, Baltimore, Washington, Mt. Vernon and other historic places, since it can be done with trifling additional expense.





Niagara Falls.

## TIME TABLE.

ARRIVE.		LEAVE.
August 19.	Red Oak .....	7:30 p. m.
" 20.	9:45 a. m. Chicago .....	1:30 p. m.
" 21.	6:00 a. m. Niagara Falls .....	2:00 p. m.
" 21.	5:00 p. m. Toronto .....	8:30 p. m.
" 22.	3:30 a. m. Kingston Wharf .....	5:00 a. m.
" 22.	6:00 p. m. Montreal .....	11:00 p. m.
" 23.	7:00 a. m. Quebec .....	
" 24.	Quebec .....	11:00 p. m.
" 25.	9:00 a. m. Fabyans .....	10:00 p. m.
" 26.	10:30 a. m. Boston .....	

ARRIVE.		LEAVE.
August 29.	Boston .....	6:00 p. m.
" 29.	7:20 p. m. Fall River .....	7:40 p. m.
" 30.	7:00 a. m. New York .....	
" 31.	New York .....	8:00 a. m.
" 31.	11:30 a. m. Mauch Chunk .....	12:00 .. m.
" 31.	1:00 p. m. Glen Summit .....	1:20 p. m.
Sept. 1.	1:50 p. m. Chicago .....	6:30 p. m.
" 2.	7:25 a. m. Red Oak .....	

## PROSPECTUS.

August 20. Breakfast, C. B. & Q. Depot, Mendota, Ill.  
 " 20. Dinner (no arrangements). Chicago.  
 " 20. Supper, C. & G. T. Depot, Battle Creek, Mich.  
 " 21. Breakfast, Rosli House, Niagara Falls.  
 " 21. Dinner, Rosli House, Niagara Falls.  
 " 21. Supper, 7 p. m., Grand Trunk Depot, Toronto, Can.  
 " 22. Breakfast, Richelieu & Ontario Steamer.  
 " 22. Luncheon, Richelieu & Ontario Steamer.  
 " 22. Dinner, 8:30 p. m., Queens Hotel, Montreal.  
 " 23. Breakfast, Luncheon and Dinner, Quebec.  
 " 24. Breakfast, Luncheon and Dinner, Quebec.  
 " 25. Breakfast, 7 a. m., Grand Trunk Depot, Island Pond.  
 " 25. Luncheon and Dinner, Mt. Pleasant House, Fabyans.  
 " 26. Breakfast, 6:30 a. m., Concord & Mont. Depot, Plymouth.  
 " 26-29. Upton Street, Boston.

August 30. Headquarters, Hotel Metropole (European), New York.  
 " 30. Breakfast (no arrangements).  
 " 30. Luncheon (no arrangements).  
 " 30. Dinner (no arrangements).  
 " 31. Breakfast (no arrangements).  
 " 31. Dinner, Glen Summit.  
 " 31. Supper.  
 Sept. 1. Breakfast, Niagara Falls.  
 " 1. Dinner, Battle Creek, Mich.  
 " 1. Supper (no arrangements).  
 " 2. Breakfast, Home.

Parties who remain on train from Kingston, will Breakfast at Brockville. Dinner at Queens Hotel, Montreal.



